

REMARKS/ARGUMENTS

Favorable reconsideration of the present application is respectfully requested.

Allowed Claim 2 has been canceled and the subject matter thereof has been incorporated into Claim 1. Claims 1 and 3-5 are therefore believed to be allowable based upon the indication of allowability in the outstanding Office Action for the subject matter of Claim 2.

New Claim 6 is based upon Claim 1 and further recites that the safety switch includes a rod adapted to stop the operation of the passenger conveyer when the rod is depressed, by the switch actuating member formed as a single member, and that the second actuating portion of the switch actuating member is connected with an end of the first actuating portion of the switch actuating member in an inclined manner with respect to the first actuating portion. Basis for this can be found in Figure 3 wherein the second actuating portion 74 is shown to be connected with an end of the first actuating portion 73 in an inclined manner with respect to the first actuating portion. New Claims 7-10 correspond to Claims 2-5, respectively, except that they depend from Claim 6. New claims 11-14 correspond to claims 6-10 except that they recite that the switch rod is depressed in a direction transverse to the passenger's getting on/off direction and do not recite that the switch actuating member is formed as a single member.

Claims 6-14 are believed to be clearly patentable over U.S. patent 5,389,800 (Holfing et al.) which was applied against Claims 1 and 3-5 under 35 U.S.C. § 102. Holfing discloses a safety device for a conveying device such as an escalator or moving sidewalk. It is provided with separate safety switches 16 and 18 which have different sensitivities. The safety switch 18 is a pressure tube which is actuated by the pivoting of the comb segments 3 (Fig. 3). The safety switch 16 has a button 15 extending in the passenger's getting on/off direction 19 and can be actuated by either the linear movement of the comb carrier plate 1 in

the direction 19 or by the pivoting of the carrier plate about the axis 20. In the case of linear movement of the comb segments in the direction 19, an actuating portion of the carrier plate 1 (which actuating portion is unnumbered in the figures but is numbered 31 in the attached copy of Fig. 1 of the reference) presses portion 11a (see attached Figure) of the lever 11 such that the lever 11 moves bodily in the passenger's getting on/off direction 19 (in Figure 1) without pivoting, thereby causing the rod 13 to actuate the switch 16. Conversely, pivoting of the carrier plate 1 for the comb segments 3 about the axis 20 causes the actuating portion 32 of the carrier plate 1 (see attached Figure) to engage portion 11b of the lever and thereby rotate the lever 11 in the clockwise direction, again actuating the switch 16.

Applicant respectfully submits that the amended claims clearly define over Holfing et al. For example, new Claim 6 recites that the switch actuating member is formed of a single member and has first and second portions, the second of which is connected with an end of the first actuating portion in an inclined manner with respect to the first actuating portion. In contrast, the first and second actuating portions 31 and 32 of the switch actuating member in Holfing et al. are separate from one another and do not exhibit the claimed inclination.

Claims 6-10 therefore define over Holfing et al.

New Claims 11-15 recite that the rod of the safety switch is adapted to stop an operation of the passenger conveyor when depressed in a direction *transverse* to the passenger getting on/off direction by the switch actuating member. Claims 11-15 further recite that the second actuating portion of the switch actuating member is connected to an end of the first actuating portion in an inclined manner as is shown in Figure 3. Therefore, as is evident from Figure 3, the switch rod 65 will be depressed by either the pivoting or the linear movement of the comb plate beam due to the inclination between the actuating portions 73 and 74. In contrast, the switch button 15 in Holfing et al. extends *parallel* to the passenger's getting on/off direction and Holfing et al. requires a complex pivoting versus non-pivoting

actuation of the lever 11 in order to respond to both linear movement and pivoting of the comb plate beam 1. These claims therefore also define over Holfing et al.

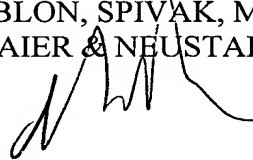
The claims have been revised in light of the rejection under 35 U.S.C. § 112, which is believed to be moot. Additionally, Applicant is requesting the correction of a minor error in the drawings.

An Information Disclosure Statement citing U.S. patent 5,255,771, which was cited during the examination of the corresponding Taiwanese application, is also being submitted herewith.

Applicant therefore believes that the present application is in a condition for allowance and respectfully solicits an early Notice of Allowability.

Respectfully submitted,

OBLON, SPIVAK, McCLELLAND,
MAIER & NEUSTADT, P.C.



Gregory J. Maier
Registration No. 25,599
Robert T. Pous
Registration No. 29,099
Attorneys of Record

Customer Number
22850

Tel: (703) 413-3000
Fax: (703) 413 -2220
(OSMMN 06/04)
RTP:smi

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IN THE DRAWINGS

Please enter the attached new sheets of drawings in which the bottommost reference number "13" in Figures 3 and 8 has been changed to "14."

Attachment: Replacement Sheets

